

Hongkong Daily Press.

ESTABLISHED 1857

No. 13,394 號建始次千三萬壹第 日伍十式月式十年六十二緒光 HONGKONG, WEDNESDAY, FEBRUARY 13TH, 1901. 參拜禮 號壹十月式年壹零九子壹英港香 PRICE, \$2 PER MONTH

HIGH CLASS PORT WINES

A SPECIALITY.

A. S. WATSON & CO.
LIMITED,
WINE AND SPIRIT MERCHANTS.
ESTABLISHED 1841. [1832]

CUTLER, PALMER AND CO.
WINE SHIPPERS SINCE 1815.
Who have consigned their Brands to Hongkong
for over half a century.
Apply to G. C. ANDERSON,
Hongkong, 18, Praya Central. [47]

JOHN WALKER & SONS'
FAMOUS
KILMARNOCK WHISKY.
This World-renowned
Fine OLD HIGHLAND WHISKIES are shipped
by CUTLER, PALMER & CO., and
are obtainable in Hongkong of
SIEMSSSEN & CO.
Hongkong, 28th July, 1897. [49]

CUTLER, PALMER
& CO.'S
"SPECIAL BLEND" WHISKY
Blend
of Selected
Distillations of the
Finest Scotch Whiskies
Apply to
SIEMSSSEN & CO. Hongkong. [48]

HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.
TIME TABLE:
WEAR DAY.
7.30 a.m. to 8.30 a.m. Every quarter of an hour
8.30 a.m. to 8.30 a.m. Every ten minutes
9.30 a.m. to 10.45 a.m. Every quarter of an hour
11.30 a.m. to 3.00 p.m. Every quarter of an hour
3.30 p.m. to 6.30 p.m. Every quarter of an hour
5.30 p.m. to 7.30 p.m. Every ten minutes
7.30 p.m. to 8.00 p.m. Every fifteen minutes
Night cars at 8.45 p.m. and 9 p.m. and from
9.45 p.m. to 11.15 p.m. every half hour.
SATURDAYS.
Extra Night cars at 11.30 and 11.45 p.m.
SUNDAYS.
8.15 a.m. to 10.15 a.m. Every half hour
10.30 a.m. to 11.00 a.m. Every ten minutes
Noon to 2 p.m. Every quarter of an hour
2.45 p.m. to 8 p.m. Every quarter of an hour
Night cars at 8.45 p.m. and 9 p.m. and from
9.45 p.m. to 11.15 p.m. every half hour.
SPECIAL CARS by arrangement of the Company's Office, 28 & 40, Praya Central.
JOHN D. HUMPHREYS & SON,
General Manager.
Hongkong, 2nd February, 1901. [5260]

VICTORIA
CYCLE
EMPORIUM.

THE pleasure of cycling consists in having
a first class Machine, and the above Es-
tablishment is always leading in this respect.
We are Agents for the famous "NEW
HOWE" and "MONOPOLY" CYCLES,
and we also supply fittings of every description.
Bargains can be had in second hand Machines.
Repairs executed with promptitude and skill.
Embellishing a specialty.

MCKIRDY & CO.
49 & 131, QUEEN'S ROAD EAST.
Hongkong, 3rd November, 1899. [5209]

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
\$5.00 per Cask of 375 lbs. net ex Factory.
\$3.40 per Bag of 250 lbs.
SHEWAN, TOME'S & CO.,
General Manager.
Hongkong, 2nd July, 1900. [5302]

WILLIAM MACLEOD, D.D.S.,
DENTIST.
GEORGESFIELD ARCADE,
(Opposite Hongkong & Shanghai Bank).
Hongkong, 10th November, 1900. [5266]

RUINART PERE & FILS, REIMS
Established 1719.
CHAMPAGNE GROWERS AND
SHIPPIERS.
Ship Only (the Finest Quality
Extra Dry (Green Seal)
LAUTS, WEGENER & CO.
Sole Agents.
Hongkong, 17th May, 1895. [521]

RACING SEASON.

SADDLES (FROM 12 OUNCES UPWARDS).

WHIPS, SPURS.

GIETHS, SURCINGLES.

NUMNAHS.

WEIGHT CLOTHS, STIRRUP WEBS AND LEATHERS.

HOSE CLOTHING.

TIES FOR BOWS OR KNOTS.

LANE, CRAWFORD & CO. [1838]

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPIERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

\$20 PER DOZ.

This fine Wine old, soft, and of grand flavour
See analysis and certificate by Professor Cassall

DOURO PORT,

\$14.25 PER DOZ.

A fine, full, and fruity wine.

AMOROSO SHERRY,

\$20 PER DOZ.

LA TORRE SHERRY,

\$16.75 PER DOZ.

A natural and most pleasant wine to the taste.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

BENEDICTINE LIQUEUR—

D.O.M.,

\$30.75 PER DOZ.

EVERYBODY SHOULD TRY THESE ITEMS, THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSSSEN & CO., HONGKONG. [147]

AQUARIUS.

PURE, TREBLE-DISTILLED TABLE WATER.



PER 1 DOZEN QUARTS \$2.50

PER 1 DOZEN PINTS \$1.75

Empties are allowed for at the following rates when returned:—

QUARTS \$1.00 PER DOZEN.

PINTS \$0.75 PER DOZEN.

SOLE AGENTS

CALDBECK, MACGREGOR & CO.
WINE AND SPIRIT MERCHANTS.

15, Queen's Road, Hongkong, 11th February, 1901. [540]

WINTER SEASON.

WOOLLEN UNDERWEAR, KID and KNITTED WOOL GLOVES, WHITE and COLOURED SWEATERS, and KNICKER BOSE.

COTAM & CO.,

UNDER HONGKONG HOTEL.

[541]

SCHLITZ WORLD FAMED

BEER

IS THE ONLY BEVERAGE ONE NEVER REGRETS DRINKING.

TONIC AND REFRESHING.

SOLE AGENTS

WATKINS, LIMITED,

CHEMISTS, AERATED WATER MANUFACTURERS, AND

COMMISSION AGENTS,

HONGKONG. [543]

PHOTOGRAPHIC PLATES, PAPERS AND CHEMICALS,
EASTMAN KODAK'S FILMS AND ACCESSORIES,
DEVELOPING AND PRINTING UNDERTAKEN.

A. CHEE & Co.,

174, QUEEN'S ROAD, HONGKONG. [544]

THE VICTORIA DISPENSARY

HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

LEMONADE.

SODA WATER.

SARSAPARILLA.

GINGER ALE.

TONIC WATER.

RASPBERRYADE.

LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers.

REMINGTON TYPEWRITERS

WITH ALL REQUISITES.

SIEMSSSEN & CO.

SOLE AGENTS.

500] W. BREWER & CO.

HOTELS.

HONGKONG HOTEL

A First Class Hotel in every respect.

Elegantly Furnished Reading, Music, and Smoking Rooms.

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout.

Wines and Groceries imported specially from Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by Machinery.

Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor.

CHARGES MODERATE.

THE PEAK HOTEL.

City Office: 7, Duddell Street. [53]

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, The PEAK, near the Tram Terminus.

Tel. 56.

For Terms, apply to the MANAGER.

Hongkong, 2nd July, 1900. [53]

THE WAVERLEY HOTEL.

ICE HOUSE STREET, HONGKONG.

A FIRST-CLASS PRIVATE HOTEL.

Handsome Furnished and Exceedingly Spacious Rooms.

Very MODERATE TERMS to FAMILIES by the DAY or MONTH. [51]

THE CONNAUGHT HOTEL.

A FIRST CLASS HOTEL of 45 Bed-rooms, elegantly furnished.

The Hotel is situated near all the Banks and Principal Offices in the Colony.

Special Attention paid to the Comfort of Guests.

Cuisine excellent; under Experienced Management.

Terms Moderate.

A. FONSECA, Manager.

Hongkong, 1st December, 1899. [53]

KOWLOON HOTEL.

THIS HOTEL is situated in a quiet locality, away from the din and disturbance of the City, and surrounded by a delightful Garden, it is an ideal place of Residence.

The building stands on an eminence, giving a magnificent view of the Harbour and the City of Victoria. It is within easy access of the Kowloon Wharves, where the principal Mail Steamers disembark Passengers, and from which there is a regular ferry service to Hongkong.

Bowling Alleys and Billiards.

The Cuisine is Excellent.

J. W. OSBOENE, Proprietor.

Hongkong, 8th September, 1900. [500]

HING KEE HOTEL.

(ESTABLISHED 1873)

MACAO.

THIS First-class and well-famed establishment is pleasantly situated in the centre of MACAO, facing south, with a charming view of the sea on the front. Comfortable and well furnished Bed-rooms.

Cuisine Excellent. Prompt Attendance.

Terms very Moderate.

L. HING KEE, Proprietor.

Telegraphic address "HINGKEE" [1919]

RAFFLES HOTEL.

SINGAPORE.

SITUATION UNSURPASSED.

THE Finest Hotel in the East. Rooms

on suite. Every Room with Private Bathroom attached. Cuisine under two French Chefs.

CURRIES A SPECIALITY

INTIMATION.

A. S. WATSON & CO.,
LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

CLARETS.

	Per Case.	Per Case.	1 doz. Qu.	2 doz. Pints.
ST. ESTEPHE	\$ 6.96	\$ 7.56		
ST. JULIEN	9.00	9.60		
LA ROSE	12.96	13.92		
CHATEAU HAUT BRION LARRIVET	18.60	19.20		
CHATEAU MOUTON D'AR- MAILHACQ	21.00	22.20		
CHATEAU PONTE CANET	25.00			
CHATEAU LA TOUR CAR- NET	30.00			
CHATEAU RAUZAN	42.00			
CHATEAU LAFITE	48.00			

These CLARETS are bought direct from the leading French growers. The lowest priced are of exceptional value and guaranteed to be the genuine product of the juice of the grape.

CHATEAU LA TOUR CARNET, CHATEAU RAUZAN, and CHATEAU LAFITE are recommended to the notice of Connoisseurs as high-class after-dinner Wines of a rich and rare character.

Smaller quantities and Sample bottles will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO.
LIMITED.

25

BIRTH.
At "Rose Bank," Badulla, Province of Uva, Ceylon, on Friday, the 25th January, the wife of J. W. MURRAY, Royal Siamese Forest Service, of a son.

DEATH.

At the General Hospital, Shanghai, on the 4th February, 1901, GEORGE KILCOOLEY, aged 33 years.

The Daily Press.

HONGKONG OFFICE: 14, DE VOUX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 13th February, 1901

THE French Government has decided to return to China the loot sent to France by General FREY, and our Indo-Chinese contemporaries are rejoicing to see the Republic take the lead in condemning, by this action, the "cruel and out-of-date custom" of pillaging captured towns and villages. That the example of France will be followed to any great extent we have strong doubts. Possibly some of the spoil which has passed into the hands of other foreign Governments may be returned, but the bulk which fell into the hands of individuals is now beyond recall. Many doubt the utility of restoring the loot, pointing out that much of what was taken will not return to the hands of those from whom it was taken. The Chinese Government alone will profit; the majority of those robbed, not at all. Mr. E. J. DILLON, the well-known correspondent, in an article in the January number of the *Contemporary Review* regards the matter from another point of view. He says: "Looting has been generally condemned in England, and, I believe, partially on the Continent, and very strong language has been used in reprobating it. But why this practice should have been singled out from among so many others that are equally wrong or permissible, is one of those puzzles which are always bound up with questions of social morality." He instances the general commanding of natives, irrespective of their work or rank, by ignorant soldiers to perform the most menial offices, and the general assumption by these soldiers of the absolute power of life and death over defenceless citizens, and asks if such acts be right, how can it be wrong to take the victims' property?

Those who wish to read a really humiliating comment on the influence of civilisation on warfare will find it in Mr. DILLON's article, *The Chinese Wolf and European Lamb*. Even if it has to be allowed that the writer's burning indignation carried him away, as is evidenced by the occasional excessive violence of his language, it cannot be denied that his facts, described in calm and unla-

bate sentences, are calculated to excite a terrible revulsion of feeling. We will only quote one of the many stories—some of them are barely within the limits of what can be quoted, so fearful are they—to give a slight idea of what a careful observer saw of the work of the foreign troops in North China. "The first day after I had left Tientsin," says Mr. DILLON, "I was towed by untiring coolies through a land thickly studded over with what had once been human dwellings, but were now high heaps of smouldering rubbish. Here and there a gorgous door remained standing, one of the silent witnesses to the thriving community which had lived here and died. Many a sign-board and placard was still intact, and there was a touch of terrible humour in the singing-hall poster which I saw on the entrance to a maze of ruins, for it might have just been stuck up, so fresh and bright were its colours and illustrations. Beside the door sat a human form with leaden eyes bulging out from their orbits, and a few houses lower down loomed a large inscription: 'Perpetual peace.' We were traversing an improved city of the dead. One dwelling, which had the appearance of wholeness, aroused my curiosity, and, utilizing the time afforded me by the snapping asunder of the tow-rope, I jumped ashore and entered it. It had been gutted. Everything within had been destroyed except in one room. There the stale remains of a frugal meal were still recognizable, but, on the ground, beside two stools, lay the man and the woman who would have shared it. They were horribly slashed up; three chopsticks lay at their feet. In the courtyard was a little child, its hair done up in four plaits, interwoven with red ribbon, its head encrusted with black clotted blood, and shrouded by a swarm of flies. Nor was this by any means the only scene of its kind. And yet throughout this weird necropolis there had lately been heard sounds of laughter and weeping, the lisping of innocent children, the articulate joy of mothers and fathers! In the twinkling of an eye it had all been transformed, and fathers, sons, daughters, and mothers now lay hidden in the mould, covered with matting, buried in the rubbish—or floating down the river. A wave of death and desolation had swept over the land, washing away the vestiges of Chinese culture. Men, women, boys, girls, and babies in arms had been shot, stabbed, and hewn to bits in this labyrinth of streets, and now, on both banks of the river, reigned the peace described by Tacitus. In the trees of the deserted tea gardens and in the great weeping willows by the way no solitary song-bird relieved the eerie silence; the bats alone flitted about in the dusky air, and ungainly cormorant birds circled around with funereal clang of wings."

Truly, as Mr. DILLON says, it is not "sickly sentimentality" that marks the attitude of European culture-bearers towards China. The future historian will find it difficult, he says elsewhere, to explain how it came about that the free Christian peoples, whose generous blood boiled with indignation against the high-handed action of the British in South Africa, were at the very same time enthusiastic in their praise of the "good work done" by the brave troops in China. A little comfort can be derived from the fact that Mr. DILLON found the British troops giving quarter and tending Chinese wounded, but he does not exonerate the Sikhs from some of the worst crimes committed in a long and shameful list against the credit of the Allies. We shall probably hear more about the conduct of the foreign troops in China. Enquiries are talked of. They are not superfluous if any value is attached by the various governments to the good name of their armies.

We call our readers' attention to a letter appearing in another column under the heading "Educational Facilities in Hongkong," and we think that the suggestion there made will be welcomed by those interested in the improvement of education for European children in Hongkong. As we stated on Saturday, influential persons have been moving in the matter, and what is required is that the support given shall be thoroughly representative and of a nature to command respect. Any impression that the local authorities are hostile to the movement must be done away with. In fact, we should be surprised if it were not found that the contrary is true. But it is of necessity that the unofficial public should show how strong is its feeling in the matter. The petition, whatever form it may ultimately take, must bear the support of all those influential members of our community who wish to see the existing reproach removed from the name of Hongkong, that it has no means of educating efficiently the European children who are called on to live on the island and the neighbouring mainland. If a request ultimately be preferred to the Colonial Office at home, sup-

ported by the bulk of British and other European parents here, and, as we hope, backed by the recommendation of H. E. the Governor, the home authorities can hardly fail to see that the want complained of is a very genuine one. If any alteration of the system, however, be refused, the public will know the worst, and private enterprise must do the necessary work unaided. It is difficult to see what plea can be upheld against a general request for a school for European children alone. That of the undesirability of class-legislation will not hold good. The Chinese have their own schools. We learn that there are in the Colony 27 schools in which English is taught and 82 in which Chinese is taught.

These 27 schools will not be used until the 10th of March next.

The French naval representative at the court of conveying the late Queen's remains from the Isle of Wight to Portsmouth was the cruiser *Dupuy de Lome*.

Count von Wallersee, according to the *Universal Gazette*, has been lately preparing to leave Peking, and there is a doubt amongst the Chinese in that city whether the Count intends to go to Chinkiang or to Kiaochow.

H.E. Yu Lien-yuan, former Tao-tai of Shang-hai and recently promoted acting Governor of Chekiang, left Shanghai for Hangchow on the 6th inst. and was to take over his new seals of office on the 9th inst., immediately after which the seals were to be laid by for the Chinese New Year holidays and will not be used until the 10th of March next.

A strange report comes from Seoul to the effect that Belgium wants to make the most-favoured-nation clause retrospective in her new treaty with Korea. She is said to insist that whatever mining and railway concessions have been hitherto granted to other nations, corresponding or equivalent concessions must be granted to her nationals if she endorses the treaty.

The late terrible famine has made prominent the great desirability of reviving native industries in India. Those used to be encouraged by Rajas and other wealthy persons, but latterly British fabrics and British furniture have been preferred in Indian mansions and palaces. Efforts are being made by the Indian Government and by merchants to bring back the artisans to industrial work, through opening out fresh opportunities for the sale of their products.

Messrs. Noel, Murray and Co., of Shanghai, say in the last issue of their Report:—Every thing points to some fresh complications having arisen to interrupt the satisfactory solution of China's troubles, otherwise why should trade have come to a standstill as at present? The weather has been propitious in all parts of the country, much needed snow has fallen and the prospects for the spring crops are very favourable, and yet trade has come to a sudden stop, which cannot be accounted for entirely by the decline in exchange, though the unlooked-for drop is somewhat disconcerting. It can therefore only be presumed that promise of an early resumption of trade in the North has been indefinitely postponed.

The application of the Trauways Company at Bangkok for permission to amalgamate with the Electricity Company has been referred to a committee consisting of H. B. H. Prince Narer (Minister for Local Government), Mr. Rollin-Jacquemyn (General Adviser), Mr. Rivett-Carnac (Financial Adviser), Mr. Allegri (chief engineer of the P. W. D.), and Colonel Faridah da Rozzoli (City Engineer). An expert electrician is said to be coming up from Singapore to advise the committee on some technical points. The *Bangkok Times* says:—"One of the stipulations, it is generally understood, is that the amalgamated company will have to submit to the authority of some tribunal in Bangkok when an action is brought against them. That is all very well for Siamese subjects, but surely foreigners in the country ought also to be able to obtain redress for damage without going to Copenhagen. The position will be very anomalous one otherwise."

The Japanese Government has included in its estimates for 1901-2 a sum of 6,300,000 yen for the establishment at Kure of a factory to make armour plates and other materials for ship-building. The item came up for discussion in the House of Representatives a few days ago, when Colonel Yamamoto, Chief of the Kure Dockyard, speaking as an expert, explained that the new Wakamatsu Iron Foundry would supply materials for the manufacture of arms but not for the manufacture of armour plates. Japan was absolutely dependent on foreign countries in this matter, and her predicament in the event of war might be very embarrassing. Although the question of profit or loss was quite subordinate, he might nevertheless point out that if Japan possessed such a factory, she would save, in the case of one ship such as the *Shikishima*, a sum of no less than 1,700,000 yen, on account of the model, the insurance, the cost of bringing out the vessel, and in the matter of construction.

Japanese journals report the death of the well-known diver Fukumatsu Sakamoto. He was engaged in the almost impossible task of fixing lines to a hull—that of a concrete deposit, the *Inashima Maru*—at a depth of 50 and 60 fathoms, in the Island Sea. Fukumatsu's attempt seemed to promise success. On the first day, he reached the bottom of the sea and assured himself, as he supposed, of the feasibility of the task. On the second day, after remaining down for some time, he gave the signal to be drawn up, but his body seems to have slipped from the supporting loop in the process of ascent and he never reached the surface, nor has his corpse been found. He was only 44 years of age. It is suggested that he became numb with cold and lost power to help himself. Diving operations carried on at this season might well have that result.

The U.S.S. *Kentucky* entered the Harbour yesterday morning, having left Manila on the 9th inst. She is the first American battleship that ever crossed the Atlantic Ocean to foreign ports, and all on board are proud of her record. She has been engaged in persuading the Sultan of Turkey to pay the indemnity due to the United States over missionary outrages in Armenia. The *Kentucky* is a sister ship to the *Kearsarge*, being built by the Newport News Ship-building Company and launched some 18 months ago. At her trial trip she developed a speed of 17 knots an hour. Her armament consists of the following: four 13-inch and four 8-inch guns mounted in superimposed turrets fore and aft, fourteen 5-inch guns, twelve 6-pounders on superstructure, eight 6-pounders on both deck, four 1-pound automatic and four 1-pound rapid fire in lower main tops, ten Colt Machine guns in upper main tops, two 3-inch field pieces, and four torpedo tubes. The *Kentucky* can throw at one round more metal than any battleship afloat. She is commanded by Captain Colby M. Chester. The full complement of the ship is 540 men and 60 marines, besides 32 officers.

Mr. Cathcart Clancy, in a list published book on the subject of *Mosquitoes and Malaria* states that three teaspoonsful of powdered chrysanthemum, mixed with a little wine and ignited, is sufficient to kill all the mosquitoes in an ordinary-sized room.

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Herr Peter E. Kempermann, Consul-General for the German Empire in Australia, has died in Sydney aged fifty-five years. He arrived in that city in October 1897. Before being appointed to Sydney Mr. Kempermann was Minister-Resident in Bangkok for a number of years.

The latest information to hand from Bangkok states that a spell of rather oppressive weather has brought about something like an epidemic of cholera there, though not apparently of a very severe type. There have been many cases, and a number of deaths have been recorded.

Princess Palmlouke, a daughter of the late Second King, died of this disease on the 24th ult. and Princess Charoenrat, a daughter of His Majesty, is at present seriously ill with it. There have been two or three deaths from it in the Navy, but though there are some four or five thousand men at present assembled at headquarters the Navy shows a singularly good bill of health.

If England's population shows an excess of women, Australia's appropriately enough shows an excess of men, says the new *Imperial and Colonial Magazine*. On an average there are seventy-five unmarried females to every hundred unmarried males. In spite of this well-known fact, there is only one institution for aiding working girls to go out to the Colonies. It was founded by Mrs. St. John, and deserves all the help the public can give it. Curiously enough, however, people are ready with charity that paperizes, than with assistance that lifts the individual in the social scale. It is so much easier to give a cheque than to take a little trouble.

The Duke of York's recent promotion to flag rank, according to a home contemporary, caused no surprise in the Navy, for it was fully understood that he would be empowered to hoist his flag, if necessary, during his visit to Australia. His Royal Highness becomes a rear-admiral at the age of thirty-five; his uncle, the Duke of Saxe-Coburg-Gotha, was thirty-four when he was promoted. Sir H. Keppel was a rear-admiral at forty-eight, the Earl of Clarendon at forty-four, Sir A. Lyons and Sir N. Salmon at forty-five, and these are all now admirals of the fleet on the Active List. There is, however, no likelihood of the Duke of York regretting, as did his uncle, his speedy promotion, for owing to the death of his brother and the call of other duties, he will not be able to pursue the profession in which he has made himself highly popular with officers and men. The popularity of the Duke of York in the Navy, our contemporary continues, started with the cruise of the *Revenant*, now more than twenty years ago. The crew did not take too kindly to Prince Edward—he was as indolent courteous; but Prince George could and did talk sailors, and in all his later experiences at sea he showed himself such a thorough sailor that whoever served with him once wished to serve with him again. His promotion to flag rank is, however, merely a honorific distinction.

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The application of the Trauways Company at Bangkok for permission to amalgamate with the Electricity Company has been referred to a committee consisting of H. B. H. Prince Narer (Minister for Local Government), Mr. Rollin-Jacquemyn (General Adviser), Mr. Rivett-Carnac (Financial Adviser), Mr. Allegri (chief engineer of the P. W. D.), and Colonel Faridah da Rozzoli (City Engineer). An expert electrician is said to be coming up from Singapore to advise the committee on some technical points. The *Bangkok Times* says:—"One of the stipulations, it is generally understood, is that the amalgamated company will have to submit to the authority of some tribunal in Bangkok when an action is brought against them. That is all very well for Siamese subjects, but surely foreigners in the country ought also to be able to obtain redress for damage without going to Copenhagen. The position will be very anomalous one otherwise."

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POLICE COURT.

Tuesday, 12th February.

BEFORE MR. KEMP.

PEE FIGHT IN A HOTEL.—Two seamen from the U.S.S. *Brockens* were charged with fighting and creating a disturbance in the *Globe Hotel* on the 11th inst. The first defendant admitted the charge, but the second pleaded not guilty.

The proprietor of the *Globe Hotel* said that between three and four in the afternoon of the day in question about fifteen American blue-jackets came in. They were all more or less under the influence of drink, and commenced to fight. Witness called a policeman, and all ran away except the two defendants, who then ran away.

The *Sikh* constable who made the arrests said he found the two men struggling on the floor. Both were intoxicated, but went quietly to the station.

The first defendant was fined \$3 or 10 days; the second, who stated that he had been knocked down and did not get up, was discharged.

A COMPADEO RUNS AWAY.

A comrade pleaded not guilty to behaving in a disorderly manner whilst under the influence of drink in a shop at 2, Lyndhurst Terrace, and (2) damaging property to the extent of \$100, the property of the shopkeeper, on the 11th inst.

The complainant said the defendant was drunk, and although he did knock things about, did not do so purposely. The damage was slight, and would be covered by \$5. The defendant was a friend.

The defendant was fined in all \$10, which he paid.

THIEVING MILITARY PROPERTY.

Wong Yen, coolie, was charged on the information of Corporal Marshall, A. O. C., with feloniously stealing two pieces of gun-metal value \$1, the property of the military authorities, on the 11th inst.

He pleaded guilty, and as there was a previous conviction for larceny against him, he was sentenced to one month's hard labour.

BEFORE MR. HAZELAND.

MURDER.—Clara Corderio, 30, professional midwife, 27 Shelley Street, was charged with the manslaughter of one Leocadio Francisco da Cruz Boza, 22, on the 11th inst. Detective-Inspector Hanson prosecuted.

The defendant, it appears, attended the deceased woman during the latter's confinement, and it is alleged that her death was due to the treatment adopted by the defendant, who pleads not guilty to the charge.

The hearing was adjourned till Monday next at 2.15 p.m., bail of \$2,500 being allowed.

EXTENSIVE POSSESSION OF RAW OPIUM.

A coolie was charged with an unlawful possession of \$84 tael of raw opium, without a valid certificate, on the 11th inst.

A *Sikh* constable deposed that the defendant was carrying the opium in a box on his shoulder. The defendant, who pleaded that the opium was for another man, was fined \$500 or three months, the opium to be forfeited to the Crown. He went to prison.

VIOLENT CROWN PROPERTY.

An Arsenal Street contractor and his foreman were charged, on the complaint of Mr. G. J. W. King, land bailiff, with splitting stones at Mataukon on several dates during January, without the permission of the Director of Public Works.

The defendant were found guilty, and fined \$100 each or two months' hard labour. The fines were paid.

THE CONFIDENCE TRICK AGAIN.

Chung Lai and U Cheung, both of no occupation, were charged on remand with obtaining by false pretences jewellery and money to the amount of \$5, the property of a married woman, on the 8th inst.

The complainant said the second defendant stopped her in the street and whispered that he had picked up about \$200 in bank notes. If the complainant would give him her rings and what money she had, he would in return give her the bank notes. The first defendant then came up, and all three went to a quiet corner, where the complainant took off her rings and bangles, and, with \$20 in money, handed them to the defendants. In return she received a roll of what looked like bank notes, but which proved to be only paper.

Each defendant was sentenced to six months' hard labour, with 14 days' solitary confinement.

HARMSTON'S CIRCUS.

With the additional attraction of an international tug-of-war to swell a programme rich in variety and excellence, it was but natural in the sequence of events that the attendance of visitors at the Circus last evening should be an unusually large one. The Circus management is really to be congratulated on the enterprise and "go" that gave rise to these competitions, and it is to be hoped they will have the reward they deserve. The first half of the programme was carried out with the usual dash and finish, and in the interval the four tug-of-war teams bided their time until the fits got to business. The two contests were splendidly pulled, and resulted in the 22nd Bomby Infantry and 15th Co. (Siege Train) Western Division, R.G.A., emerging as winners.

ROYAL HONGKONG GOLF CLUB.

CAPTAIN'S CUP AND SILVER MEDAL FOR FEBRUARY.

The uncertain state of the weather prevented the appearance of several of the regular competitors, but those who had the courage to face the rain were amply rewarded by a clear course and easy greens. Some fine scores were returned, making it very evident that the new bunker is a poor substitute for the now extinct "burn."

CAPTAIN'S CUP.

Mr. E. J. Grist. 85 less 12 73
Lieut. C. C. Walcott, R.N. 91 14 77
Capt. G. C. Weston 90 11 79
Lieut. R. E. E. Kriekenbeck 97 14 83
Mr. E. F. Mackay 92 5 87
Com. Davison, R.N. 100 13 87
Mr. T. S. Forrest 87 plus 2 89
(20 entries.)

FOOT.

Lieut. C. C. Walcott, R.N. 86 less 14 72
Mr. E. J. Grist. 85 12 73
Capt. C. Macmillan, R.N. 91 16 76
Mr. T. S. Forrest 78 plus 2 80
Lieut. A. J. M. Grieve, R.N. 84 less 2 82
Com. Davison, R.N. 100 13 87
(14 entries.)

LIFE AND VIGOUR FOR THE HAIR.—The only article which really possesses nutritious virtues for stimulating and restoring the hair, is ROWLAND'S MACASSAR OIL. It removes the sour, harshness, dryness, prevents the hair being injured by illness, and should always be used for children's hair; no other article in parts such a beautiful and drowsy appearance to the hair as ROWLAND'S MACASSAR OIL, and if you have never used it, you are strongly advised to procure a bottle without delay, and commence using it; also in a golden colour.

Gold by Stores and Chemists.

THE INTEREST OF THE BRITISH EMPIRE IN THE FAR EAST.

LECTURE BY CAPTAIN G. C. ANDERSON.—Yesterday evening Captain G. C. Anderson delivered a lecture in the City Hall, under the auspices of the Hongkong branch of the Navy League, on "The interest of the British Empire in the Far East, and the needs of the Navy." Mr. J. J. Francis, K. C., presided.

The CHAIRMAN said there were very great, very important British imperial interests in the Far East, and so as they were out here and who were in close contact with the questions were able to judge for themselves, those interests had to a considerable extent, they were sorry to say, been greatly neglected. It was a very serious question for all who had at heart the interests of the British empire to consider what those interests were out here—to make themselves acquainted with the facts, and to do all they possibly could to promote those interests, and to make the people in England better acquainted with them. Imperial interests in the Far East rested mainly upon the strength of our naval forces, and therefore it was that Captain Anderson had combined the consideration of imperial interests with that of the needs of the Navy.

Captain ANDERSON then delivered his lecture, which was a most able one. We are unable, however, to find space for the whole of it, and must content ourselves with the following extracts:

THE IGNORANCE OF EASTERN AFFAIRS AT HOME.

Recent events have revealed the fact that a remarkable degree of ignorance of Eastern affairs prevails in the old country, not only among the rank and file of the people, but also amongst our leading men, who seem to have been for a time completely fogged, when the outbreak in the Far East took the country by surprise. Perhaps this is not to be wondered at, considering the pace at which people have to live in modern times, and to the fact that the eyes of all Western nations were, for the time, hard set on South Africa.

HONGKONG AND WEIHAIWEI.

To take our own colony of Hongkong first as an instance of the magnitude of Imperial British interests in the Far East. I must crave forgiveness if I quote a few dry statistical figures in support of the general statement that this colony is of supreme importance to the Empire, at its furthest outport, coaling station, and naval base, with a trade capable of infinite expansion.

Weihaiwei does not count yet, for though it is a better place for our purposes than Port Arthur, there is not a big gun in position or any attempt being made by our dredging, to convert it into a secondary naval base, as was promised; and for some reason or other, probably the want of defences, large quantities of supplies have been returned to Shanghai from there. Now, if there is one thing more than another wanted in the far North at the present time, with a large number of our warships and transports between Shantung promontory and the Liuchung gulf, it is a base port which Weihaiwei should have been by this time. We do not know what the winter is in store for us. Our ships cannot stop at Taku Bar through the winter on account of the ice. Shantung is nearly as bad, and there is nothing nearer than Hopo Sound or Chefoo, neither of them desirable places, after December, and I have had many years experience of the Gulfs of Pashili and Liuchung summer and winter, and have often taken advantage of the welcome shelter of Weihaiwei. Possibly South Africa overshadowed Weihaiwei, anyhow it has been unaccountably neglected, may more. Lord Salisbury went out of his way to prevent any railway enterprise being allowed at the place and thus destroyed the chances of the port as a place of shipment, which he need not have done, had he been kept better informed. The place itself is in no more than a walled fishing village, but there is a good country behind, now booked for Germany.

HONGKONG'S TONNAGE.

The Harbour-Master's report of this colony for 1898 shows the total tonnage entered and cleared during the year, to be in round figures 18 million tons, being an increase of 35,000 tons on the previous year. Of this total tonnage, 48 per cent. was under the British flag, 262 per cent. under foreign flags, and 25 per cent. of junk trade. Taking steamers alone, 6817 per cent. was British. The British river tonnage amounted to 3,535,169 tons entered and cleared, which shows the importance of the British trade with Canton, Macao, and the West River ports; and when matters are settled on a new basis, as they must eventually be, this trade is capable of infinite expansion, though it is temporarily under a cloud, owing to Chinese official obstruction, Sir Robert Hart's famous river trade regulations, together with disturbances and unrest in the southern provinces. The figures I have just quoted show that Hongkong is the most important of all the British foreign possessions in the matter of shipping.

Besides the tonnage already mentioned, which is recorded in the books of the Harbour Department, there are no less than 165 steam launches employed in the Harbour and of these 71 are licensed for the conveyance of passengers, 77 are owned by private individuals or firms, 12 are the property of the Colonial Government, and 5 belong to the Military Authorities.

These launches are all built in the colony, and Hongkong has become celebrated for the excellence of its small steam craft, which are built and exported all over the Far East, from Vladivostok to Java and the Straits and to Europe.

THE TRADE OF HONGKONG.

We now come to the trade of Hongkong, a very important British interest, roughly estimated, to be worth £50,000,000 per annum. The total import trade for 1899 was carried in 26,010 vessels, which brought 5,707,898 tons of cargo, of which 3,750,195 tons were discharged in Hongkong, the remainder of the local junk trade. The total export trade for 1899 was carried by 27,692 vessels of 8,563,127 tons, which took 2,914,797 tons of cargo, and shipped 403,871 tons of bunkers coal.

REVENUE.

The total revenue collected by the Harbour Department during 1899 was \$10,555,50, being an increase of \$6,927,49 on the previous year, made up as follows:

1 Light dues ... 52,406.83

2 Licences & Inter-

3 General Revenue ... 39,127.40

3 Fee of Court and Office 99,021.07

Total 190,555.50 say £19,055.51g.

EMIGRATION.

61,075 Emigrants left Hongkong for various places during 1899, 45,358 were carried by British ships and 16,710 by foreign ships.

10,448 were reported as having been brought to Hongkong from places to which they had emigrated, and of these 8,823, were brought in British ships and 2,213 in foreign ships.

THE COAST TRADE.

The total value of the foreign trade of the eight principal coast ports of Canton, Swatow, Amoy, Foochow, Shanghai, Chefoo, Tientsin, and Nanking, is roughly about £4,000,000 per annum, of which something like 10 per cent. is British.

For the year 1899, the total foreign trade of China has been estimated at £10 million pounds sterling, and the British share at £1 million pounds sterling, a stake

sufficiently large to make it worth while to look after, and this is nothing to us, we may have under process of present development, for we have as yet only reached the outer circle of China's millions of people. It may be of interest to compare the foreign trade of China in 1898, which was equal to about 2a. 10d. per head of her population and the foreign trade of Japan in 1897, which was about 15a. 4d. per head. Now if this 15a. 4d.

rate is ever reached by China the foreign trade of that country would be something like £345,000,000 sterling and if we maintain our present proportion of China's trade we stand to be great gainers. We have a long lead over other nations which it behoves us to keep. It may be well to note the fact that of all the coast ports, Nanking is the most important for British trade, after Shanghai. The total value of the trade of Nanking for 1899 was about seven millions sterling and Customs revenues about £1,350,000, of which 40 per cent. was paid by British merchants. Russia paid about 1 per cent., China 8 per cent., Japan 25 per cent., America and Germany 13 per cent., Norway and Denmark 8 per cent. Russia will of course try to divert this trade and will place all possible fiscal difficulties in the way of other Powers if allowed. She is in full charge.

THE NEEDS OF THE NAVY.

The lecturer dealt with this part of his lecture at considerable length. He said that as a phase of Home politics, promises of Army reforms were reiterated by candidates for seats in Parliament, during the election campaign just over, and without doubt, Army reform had been conclusively proved to be urgently required; but we had not heard a single word about the Navy! Could it be that the glamour of Ladymouth and South Africa generally have blinded the eyes of our people to the needs of the Navy, which after all, was the first and most important thing to be sure about; for if the Navy was kept up to the mark, none of our possessions could be Lady-smith. Armies were defeated, and reassembled to fight again another day, but for a beaten Fleet there was no such a thing possible under modern conditions. Were our Fleet defeated and disabled no invasion of the United Kingdom would be necessary, for all the victorious Powers would have to do would be to cut off the food supplies which were incessantly pouring into our ports. The end would then be a matter of weeks, or perhaps days, according to our supplies in hand at the time.

OUR STRENGTH IN BATTLESHIPS.

With regard to our strength in battleships it must be impressed on the people that the standard laid down by the three Admirals known as the five to three, and still considered necessary by our fighting Admirals *not been maintained*! In the Far East Germany has four battleships to our three. France and Russia combined will shortly be in the same position of superiority, and this though Great Britain and her colonies possess 70 per cent. of the trade of China. Now our naval force cannot be considered sufficient with our strongest foreign squadron left inferior in numbers to possible antagonists. Of course we all hope that it will never come to war between our good friends the Germans and ourselves, or with France or Russia, but it is no good blinking the fact that Empires are ruled by self interest, not by sentiment; for there is always a possibility of complications, and it is our duty as Britons, who love our own country better than any other, to be always ready for any more on the continental chess board. How many people are aware that during the years 1897, '98, and '99 the House of Commons voted for new construction the sum of £23,733,221 sterling, of which sum only £19,113,222 sterling was spent, leaving a sum of no less than £4,621,940 sterling which was not spent, the excuse being that shipbuilders were unable to build fast enough. Now this has been categorically denied by shipbuilders, and every one who is acquainted with modern shipbuilding developments in the United Kingdom can testify that foreign Governments were able to get their orders executed up to time complete in every detail! It is really only a question of paying liberally for what you want, and builders will get it done. Witness the splendid battleship turned out by private firms for the Japanese Government, but our system is such that our best men at the Admiralty are prevented from knowing what they really do want, so that contractors are humbugged and money wasted over alterations to vessels building and the excuse given is "the progress of invention!" This is one of the principal causes of delay in the completion of our warships, and one of the reasons why many of our great building yards fight shy of offering work.

In taking into consideration the proportion of naval strength necessary to insure victory as against any of our possible antagonists there are many things to think of besides the actual count of battleships on the scale of "the three Admirals' standard," now generally accepted as the standard at which we must aim, and the first thing to insist upon is that in counting battleships, the Admiralty strike off the list all antiquated, inefficient or obsolete vessels having muzzle-loading guns and low speed, and include only such modern ships as are fit to take their place, to the satisfaction of our fighting Admirals, in the line of battle. It is no use striking classes to trouble and distract us foreigners, murdering and grievously injuring them, thereby bringing the present catastrophe upon Emperor and country. All this has been due to the ignorance of our officials of foreign affairs. From henceforth all of our Ministers and officials must correct their attitude and strive to be friendly with all foreigners they may meet, so as to afford a good example to those under them. We must remember that there are over 100,000 of our countrymen in foreign countries who owe their safety to the protection of the governments of the countries they sojourn in. No one there has a thought of hurting the Chinese there. In return, our high officials should impress upon their subordinates to see to it that whenever foreigners enter their territories similar courtesy must be paid to the strangers and every effort made for their protection and comfort. If however there be any instance of trouble and insult given to foreigners by false patriots, the local officials must hasten at once to put a stop to the disturbance, failing to do which the culpable officials will be instantly cashiered and dismissed for ever from the public service; nor will they be permitted hereafter to volunteer for service in other provinces.

The translator of the above in the *N.C. Daily News*, to whom we are indebted for the above translation, appends the following note:—The above decree is similar to former decrees on the like subject and may be taken for what it is worth.

LATEST STEAMER MOVEMENTS.

The Imperial German Mail steamer *Sachsen* left Kobe via Nagasaki and Shanghai on Sunday, the 10th inst., p.m., and may be expected here on or about Tuesday, the 19th inst.

The N. P. steamer *Gloriety* sailed from Yokohama for Hongkong yesterday.

The E. & A. steamer *Airtis* sailed from Port Darwin on the 11th inst. for this port via Manila, and is due here about Friday, the 22nd inst.

The Indo-China steamer *Clydella*, from Calcutta and Straits, left Singapore for this port on the 9th inst. at noon.

The C. P. R. steamer *Empress of Japan* arrived at Yokohama on Monday, the 11th inst., at 4.30 p.m., and left again on Tuesday, at 10 a.m., for Kobe, where she is due to arrive to-day at 9 a.m.

NEW ADVERTISEMENTS

A EUROPEAN is willing to give her SERVICES in return for PASSAGE to ENGLAND in the Spring.

Address—

E. Care of Daily Press Office, Hongkong, 13th February, 1901. [497]

WANTED.

A EUROPEAN STOREKEEPER and CLERK. Must have good references. Apply stating age to—

Z.

Care of Daily Press Office, Hongkong, 13th February, 1901. [501]

LONDON, SOUTH KENSINGTON.

VISITORS from the East who wish to secure ACCOMMODATION at LANIGS,

48, STANHOPE GARDENS,

QUEENSATE,

S. W.

Are recommended to give due Notice before-hand of requirements, as applicants on arrival in England often fail to obtain rooms.

Tariff and particulars can be obtained at this office.

Hongkong, 13th February, 1901. [504]

THEATRE ROYAL.

BOXING

TOURNAMENT.

28TH FEBRUARY.

1ST & 2ND MARCH.

GIGANTIC ENTRIES.

VALUE

OF

PRIZES

\$180.

WATCH

THIS

SPACE.

Hongkong, 13th February, 1901. [502]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

POSTPONEMENT.

FOR SWATOW.

THE Company's Steamship

"THALES."

Captain Robson, will be despatched for the above port TO-MORROW, the 14th instant, at DAYLIGHT.

For Freight or Passage apply to

DOUGLAS LAPRAIK & CO.,

General Managers.

Hongkong, 13th February, 1901. [498]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW.

THE Company's Steamship

"AKASHI MARU."

Captain K. Suzuki, will be despatched as above port TO-MORROW, the 14th inst., at DAYLIGHT.

For Freight or Passage apply to

THE MITSUI BUSSAN KAISHA,

Agents.

Hongkong, 13th February, 1901. [499]

FOR PORT ARTHUR AND WEI-HEI-WEI.

THE Norwegian Steamship

"HELIOS."

Captain H. Eitrem, will be despatched for the above ports TO-MORROW, the 14th inst., at 4 P.M.

For Freight, apply to

SIEMSEN & CO.

Hongkong, 13th February, 1901. [503]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"CHINA."

Captain R. Mayer, will leave for the above places on FRIDAY, the 22nd inst., P.M.

For Freight or Passage, apply to

SANDEE, WIELER & CO.,

Agents.

Hongkong, 12th January, 1901. [506]

SANITARY BOARD.

OWNERS of HOUSES situated in the Eastern Division of the City of Victoria and in the Eastern Division of Kowloon, who have not had their Premises LIMEWASHED and CLEANSED in accordance with law, are reminded that the period during which the work should be finished ends on the 23rd day of February, 1901, and the Sanitary Board being convinced of the necessity of cleanliness in its efforts to stamp out plague, is determined to rigorously prosecute any owner in default after the above named date.

The Eastern Division of the City lies to the East of Garden Road. The Eastern Division of Kowloon is all that part of the Kowloon Peninsula to the East of Robinson Road and includes Hung Hom and part of Tsim Shui Tsui.

By Order.

G. A. WOODCOCK,

Acting Secretary.

Hongkong, 1st February, 1901. [406]

SIENTING.

SURGEON DENTIST, NO. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 23rd September, 1901. [248]

ENTERTAINMENTS

HARMSTON'S CIRCUS

AND

ROYAL MENAGERIE. TO-NIGHT! TO-NIGHT!!

A GREAT SUCCESS.

ARMY V. NAVY

TUG OF WAR.

\$500—CASH PRIZES—\$500.

H.M.S. "CENTURION" (FIRST TEAM)

versus SIEGE TRAIN, S.D.

ROYAL GARRISON ARTILLERY

versus H.M.S. "ENDYMION" (FIRST TEAM).

AGAIN TO-NIGHT, at 10 P.M.

Captain H. CADOGAN, R.W.F., has kindly consented to act as Referee.

THE GREAT PROGRAMME AS USUAL

GRAND FAMILY MATINEE TO-DAY (WEDNESDAY), FEBRUARY 13TH.

Door Open 2.30 P.M. Commence at 3.30. Children Half-price to all parts of Circens.

Box Office Plan—ROBINSON PIANO CO., Queen's Road.

POPULAR PRICES.

SOLDIERS and SAILORS of ALL NATIONALITIES admitted to CHAIRS and STALLS HALF PRICE.

ROBERT LOVE Manager. COL CHAS. B. HICKS Representative. Hongkong, 12th February, 1901. [473]

THEATRE ROYAL, CITY HALL

ON SATURDAY,

the 16th February, 1901.

GRAND VARIETY CONCERT BY THE U.S. "BROOKLYN" SPECIALITY COMPANY,

Who will appear in the following Side splitting Sketches:

FUN IN A COURT ROOM.

The JOLLY TWO from DUTCHLAND.

The ORIGINAL BROOKLYN MUSICAL QUARTETTE.

The CHAMPION BUCK and WING DANCER of the ASIATIC STATION.

A GRAND CAKE WALK with COON SONGS and DANCES.

IRISH SONG and DANCE ARTISTES.

SENTIMENTAL and COMIC SONGS.

PAINTURES OF THE LOT.

The Whole Concluding with a GRAND TABLEAU Entitled,

"COLUMBIA and BRITANNIA."

Do not miss this opportunity for a Night's Fun.

Roars of Laughter from start to finish.

Proceed to the Star Coffee House, an institution for Soldiers and Sailors.

ADMISSION—\$3, \$2 and \$1.

PLAN AT ROBINSON PIANO CO., LTD.

Hongkong, 13th February, 1901. [486]

HONGKONG JOCKEY CLUB.

NOTICE.

THE undermentioned RACES for HORSES and PONIES not entered for any of the Official events will form part of the Programme for the Off-day, to be run on a date to be fixed by the Stewards after the forthcoming Race Meeting.

For each event there must be at least 5 Entrants in bona fide separate interests or the race becomes void.

Entries will CLOSE to the Clerk of the Course on SATURDAY, the 16th February instant.

The Kowloon Stakes.—For all Horses, Australians and English to carry st. 11 lbs. 12. Indian Country Breds, Arabs and China Ponies st. 10 lbs. 4. Weight for inches allowance 1 lb. 7 per inch. Winner to receive \$250. Second \$50. Entrance \$10. Half-a-mile.

Winner to receive \$250. Second \$50. Entrance \$10. Seven furlongs.

The Open Stakes.—For all Ponies 14 hands 2 inches and under.

Australians and English to carry st. 11 lbs. 12. Indian Country Breds, Arabs and China Ponies st. 10 lbs. 4. Weight for inches allowance 1 lb. 7 per inch. Winner to receive \$250. Second \$50. Entrance \$10. Half-a-mile.

By Order.

GEO. W. F. PLAYFAIR,

Chief Manager.

Hongkong, 9th February, 1901. [489]

INTIMATIONS

EYE-SIGHT

Mr. N. LAZARUS,

Optician-Optician of London and Calcutta, may be consulted for SPECTACLES at

16, Queen's Road, Central (R. HOUGHTON & CO.)

(Nearly opposite the HONGKONG HOTEL).

Business Hours: 9 a.m. to 5 p.m.

A Great proportion of extracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many cases of 'Eye Strain' ending in serious forms of disease. Glasses specially adapted to youth to those requiring them save and preserve the sight.

Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVICE FREE.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED, is now prepared to receive perishable provisions for Cold Storage at EAST POINT at Moderate Rates.

WM. PARLAME, Manager.

Hongkong, 17th February, 1899. [165]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions from the Deputy Victualling Store Officer to sell by Public Auction.

TO-MORROW (THURSDAY),

the 14th February, at 10 A.M., at H. M. Naval Yard.

SUNDAY VICTUALLING STORES,

TERMS:—As usual.

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 7th February, 1901. [440]

GOVERNMENT NOTIFICATION.

No. 70.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Offices of the Public Works Department, on MONDAY, the 18th day of FEBRUARY, 1901, at 3 P.M., are published for general information.

By Command.

J. H. STEWART LOCKHART,

Colonial Secretary.

Colonial Secretary's Office,

Hongkong, 30th January, 1901. [482]

Particulars and Conditions of the Letting by Public Auction Sale, to be held on

**HONGKONG
BUSINESS DIRECTORY
AUCTIONEERS, &c.**

PAUL BREWITT,
2, Zetland Street, Auctioneer, Appraiser
and Commission Agent.

HUGHES & HOUGH,
Auctioneers to the Government, and Share
and General Brokers, corner Ice House
Street and Praya Central.

V. I. REMEDIOS,
Auctioneer, Appraiser and Agent,
8, Queen's Road Central.

BOARD AND LODGING

GOOD AND CHEAP
AT THE
WESTERN HOTEL

BOOKBINDING

"DAILY PRESS" OFFICE,
The only office in China having European
taught workmen. Equal to Homo Work.

BOOKSELLERS AND STATIONERS

W. BREWER & CO.,
Printers, Bookbinders and Account Book
Manufacturers, 23 and 25, Queen's Road
(under Hongkong Hotel).

BUILDERS

KANG-ON,
Contractor; 30, D'Aguilar Street, Local
and Coast Port Buildings, Timber, Brick
and Granite.
Mechanics engaged, Estimates given.

CHEMISTS DRUGGISTS, &c.

THE PHARMACY,
10, Queen's Road Central. Family and
Dispensing Chemists, Wines, Spirits and
Cigars.

THE VICTORIA DISPENSARY,
Chemists and Druggists, High-class Aerated
Waters, Dealers in Photographic
Requisites, Queen's Road.

WATKINS, LTD. APOTHECARIES' HALL, 66,
Queen's Road Central. Cigars, Aerated
Waters, Wines, Beer, Spirits, etc.

CURIO DEALER

KWONG HING,
China Porcelain, Crockery Ware; 55a,
Queen's Road Central.

DENTISTS

WONG HOMI,
Surgeon Dentist, 50, Queen's Road Central.

WONG TAI FONG,
Surgeon Dentist, 24, Bank Buildings,
Opposite Hongkong Hotel.

DRAPERS

EBRAHIM ELIAS & CO.,
Milliners, Silk Merchants, Haberdashers.
Low Prices; 37, 39, Wellington Street.

SEE WOO,
Tailor, Draper and Outfitter; 67 and 69,
Queen's Road.

FLOUR

SPERRY FLOUR COMPANY,
Proprietors of the following Celebrated
Brands of Flour:—"Sperry's XXX,"
"Golden Gate," "Pioneer," "Buckeye,"
"Anchor," &c.
WILLIAM WHILEY, Manager.

FURNITURE WAREHOUSEMEN

A CHIE & CO., Established 1859.
Every Household Requisite. Depot for
Pastor's Kodak Films and Accessories;
17a, Queen's Road Central.

LI KWONG LOONG,
Cabinet-maker, Furniture Dealer, Art De-
corator and Dealer, 17, Queen's Road.

JEWELLERS

MAISON LEVY HERMANOS,
Diamond Merchants and Watchmakers, 40,
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Iloilo.

WAN LOONG,
Gold and Silversmith, Silk Dresses, Crêpe
Shawls, Ivory, Lacquerware, Fans,
Curios, Bristles, Human Hair, Feathers;
88, Queen's Road Central.

MERCANTILE AGENT

WOODS & CO.,
Dundell Street, Agents for American and
European Export Houses.

PHOTOGRAPHERS

A FONG,
The largest and most complete Studio in
Hongkong. Established 1858. Views,
Engravings, Ivory Miniatures, Oil
Paintings, &c.; Ice House Street.

E HING,
Enlarging, Developing, Printing. Moderate
Rates, 20a, Queen's Road East.

MEE CHEUNG,
Ice House Street, Top Floor. Permanent
Enlargements, Prints, Views, etc.; Devel-
opment Works. Amateur's Requisites.

M. MUMIEYA, JAPANESE ARTIST,
Bromide and Crayon Engravings and
also Colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 8a, Queen's
Road Central.

YEE CHUN,
Marina and Portrait Painter, 50, Queen's
Road, Upstairs.

H. YERA,
Japanese Photographer, 14, Beaconsfield
Arcade, Queen's Road Cl., also Wan Chai.
Amateur's Requirements a Specialty.

PRINTING

"DAILY PRESS" OFFICE,
Proofs read by Englishmen.

SILK GOODS DEALERS

TEJUMLI POHUSING,
Dealer in Chinese, Indian and Japanese
Goods. Silks, Woolens and Cashmere
Shawls and other Similar Goods.
D'Aguilar Street, Firm.

**HONGKONG
BUSINESS DIRECTORY**

SILK GOODS DEALER

WASSILMULL ASSOMULL,
Wholesale and Retail Importers and
Exporters, India, Chinese and Japanese
Silks, Cashmere Shawls and Ceylon
Lace; 46, Queen's Road, Cl.

SILK LACE MANUFACTURERS

FR. BLUNCK,
Exporter of Real Hand-made Torchon Lace
in Silk, Linen and Cotton, Grasscloth and
Silk Embroideries. Hand-made Silk
and Linen LACE Curtains made to
order; 17, Queen's Road, Central.

STOREKEEPERS

F. BLACKHEAD & CO.,
Navy Contractors, Shipchandlers, Sail-
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.

BISMARCK & CO.

Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour.

KWONG SANG & CO.

Shipchandlers, Sailmakers, Hardware,
Engineering Tools, Brass and Iron Mer-
chants, 144, Des Vaux Road.

MORE & SEIMUND,

Shipchandlers, Sailmakers, Riggers, Com-
mission Agents and General Store-
keepers, 4th and 45, Praya Central.

TAILORS

R. HAUGHTON & CO.,
Naval, Military and Court, 16, Queen's Road,
Opposite Kuhn's Curio Store.

HUNG YUEN,

Outfitters, Shirt Makers, Hatters, Hosiers,
Drapers, 83, Queen's Road, Central.

YEE SANG FAT & CO.

Outfitters, Piece Goods, Underwear, Shoes,
Hats, Silk Handkerchiefs; Opposite Post
Office, Queen's Road Central.

TOBACCONISTS

D. S. DADY BURJORE "LOS FILIPINOS,"
Importer of the Best Manila Cigars; 25,
Pettigrew Street.

KRUSE & CO.

Wholesale and Retail Havana and Manila
Cigars, Egyptian Cigarettes, Dealers in
Fancy Goods, Agents.
Connaught House, Queen's Road.

WINE & SPIRIT MERCHANTS

H. PRICE & CO.,
12, Queen's Road
and Calle Antolague, Manila.

**ROBINSON
PIANO CO., LTD.**

HONGKONG, SHANGHAI, SINGAPORE

MANUFACTURERS OF

**IRON FRAME
PIANOS.**

\$225, \$340, \$375, & \$400.

HAKEE, METZLER, WERNER.

WE personally searched Germany and
England thoroughly and found
nothing to come near these. They are alto-
gether unequalled in the colony.

UNEQUALLED IN THE COLONY.

Should be seen before buying.

Others by
COLLARD, BRINSMEAD, RACHALS.

HIRE PAYMENT SYSTEM

if required.

Hongkong, 4th January, 1900.

YEE SANG & CO.

COAL MERCHANTS

has always on hand

**LARGE STOCKS EVERY DESCRIPT-
ION OF COAL**

Address—Care of MESSRS. KWONG SANG & CO.

No. 144, VEUT ROAD.

C. E. WARREN,
BUILDING CONTRACTOR,
No. 25, ABERDEEN STREET.

SANITARY APPLIANCES SUPPLIED

and FIXED DRAINS, TRAPS,

WASTE PIPES, &c., CLEANSED AND
REPAIRED.

Sanitary Board Notices receive prompt at-
tention.

1900

HOTEL

"BOA VISTA" HOTEL,

MACAO.

THE only FIRST CLASS HOTEL in the

Colony. Moderate terms by the day or
month. European Management.

MACAO is distant 40 miles West of Hong-
kong and the journey is made each day (Sundays
excepted) by the Magnificent Sailing
Steamer "REDUNGSHAN," in 9 hours, leaving
Hongkong at 2 P.M., and Macao at 8 A.M.

Connection made by Company's Steamer to
and from Canton.

Tourists should not miss the chance of
visiting this famous old City.

For terms, apply

MANAGER.

Telephone, 2172.

PRINTING

"DAILY PRESS" OFFICE.

Proofs read by Englishmen.

SILK GOODS DEALERS

TEJUMLI POHUSING.

Dealer in Chinese, Indian and Japanese
Goods. Silks, Woolens and Cashmere
Shawls and other Similar Goods.

D'Aguilar Street, Firm.

1900

YEE CHUN.

Marina and Portrait Painter, 50, Queen's
Road, Upstairs.

H. YERA.

Japanese Photographer, 14, Beaconsfield
Arcade, Queen's Road Cl., also Wan Chai.

Amateur's Requirements a Specialty.

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Amateur's Requirements a Specialty.

PRINTING

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & CO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DISPATCHED
LONDON, &c. VIA PORTS OF CALL	CORONADEL	Brit. str.	—	F. W. Vibert, R.N.E.	P. & O. & N. Co.	On 16th inst. at Noon.
LONDON	SHANGHAI	Brit. str.	—	A. F. Street	P. & O. & N. Co.	On or about 21st inst.
LONDON	ALCIVOUS	Brit. str.	—	Polford	BUTTERFIELD & SWIRE	On 23rd inst.
LONDON	IXION	Brit. str.	—	Robinson	BUTTERFIELD & SWIRE	On 5th Mar.
LONDON	DEVALON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 19th Mar.
LIVERPOOL	GLADIUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 16th inst.
GERMEN, VIA PORTS OF CALL	SACHEL	Ger. str.	—	E. Oesselman	MELCHERS & CO.	On 20th inst. at Noon.
MARSEILLE, LONDON & ANTWERP, v. S. POKE, &c.	SADO MARU	Jap. str.	—	W. Thompson	NIPPON YUSEN KAISHA	On 22nd inst. at Daylight.
MARSEILLE, &c. VIA PORTS OF CALL	ERIDAN	Fren. str.	—	Ode	MESSENGERS MARITIMES	On 25th inst. at 1 p.m.
MARSEILLE, HAVRE, CHAGEN & BALTIC PORTS	ANNAM	Ger. str.	—	Berg	MELCHERS & CO.	Quick despatch.
HAVRE, BREMEN & HAMBURG	FREIBURG	Ger. str.	—	Proesch	CARLOWITZ & CO.	On 5th Mar.
HAVRE & HAMBURG	MARBURG	Ger. str.	—	v. Blazer	CARLOWITZ & CO.	On or about 15th Mar.
HAVRE & HAMBURG	SIBINA	Ger. str.	—	Jacobs	CARLOWITZ & CO.	On or about 26th Mar.
HAVRE & HAMBURG	BAMBERG	Ger. str.	—	Schlaefke	CARLOWITZ & CO.	On or about 6th Apr.
HAVRE & HAMBURG	SARINA	Ger. str.	—	Rasovich	SANDER, WIELER & CO.	On or about 16th Apr.
HAVRE & HAMBURG	MARIA TERESA	Aus. str.	—	DODWELL & CO., LIMITED	DODWELL & CO., LIMITED	To-morrow, P.M.
HAVRE & HAMBURG	FOLMINA	Brit. str.	—	Petersen	CARLOWITZ & CO.	Quick despatch.
HAVRE & HAMBURG	ALBRECHA	Ger. str.	—	P. O. Marshall, R.N.E.	CANADIAN PACIFIC L. CO.	On or about 9th Mar.
HAVRE & HAMBURG	EMPEROR OF INDIA	Brit. str.	—	A. Dixon	DODWELL & CO., LIMITED	To-day.
HAVRE & HAMBURG	TACOMA	Brit. str.	—	Petersen	ANNEN, KARBERG & CO.	On 1st Mar.
HAVRE & HAMBURG	EVIA	Brit. str.	—	—	PACIFIC MAIL S. S. CO.	On or about 10th Mar.
HAVRE & HAMBURG	CITY OF PEKING	Amer. str.	—	—	TOYO KISEN KAISHA	To-morrow, at Noon.
HAVRE & HAMBURG	GAELE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 23rd inst. at Noon.
HAVRE & HAMBURG	HONGKONG MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 2nd Mar. at Noon.
HAVRE & HAMBURG	STRATHYRE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On or about 20th Mar.
HAVRE & HAMBURG	CHANGSHA	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 18th inst.
HAVRE & HAMBURG	KANSHA MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 22nd inst. at 4 p.m.
HAVRE & HAMBURG	EASTERN	Brit. str.	—	—	SANDER, WIELER & CO.	On 27th inst. at Daylight.
HAVRE & HAMBURG	CHINA	Aus. str.	—	—	TOYO KISEN KAISHA	On 22nd inst. at Daylight.
HAVRE & HAMBURG	TAMDA MARU	Jap. str.	—	—	SANDER, WIELER & CO.	On 16th inst. at Daylight.
HAVRE & HAMBURG	ROSETTA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 22nd inst. at Noon.
HAVRE & HAMBURG	HELICIS	Ger. str.	—	—	SANDER, WIELER & CO.	To-morrow, at 4 p.m.
HAVRE & HAMBURG	TONKIN	Fren. str.	—	—	MESSAGERS MARITIMES	On or about 13th inst.
HAVRE & HAMBURG	KWELLIN	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow.
HAVRE & HAMBURG	LOONMOON	Brit. str.	—	—	EAST ATLANTIC TRADING CO., LTD.	On 15th inst. at 5 p.m.
HAVRE & HAMBURG	BENGAL	Brit. str.	—	—	P. & O. & N. CO.	On or about 17th inst.
HAVRE & HAMBURG	BOMBY	Brit. str.	—	—	P. & O. & N. CO.	On or about 28th inst.
HAVRE & HAMBURG	THALIS	Brit. str.	—	—	DOUGLAS LAPRAIK & CO.	To-morrow, at Daylight.
HAVRE & HAMBURG	AKASHI MARU	Jap. str.	—	—	mitsui busan kaisha	On 20th inst. at Daylight.
HAVRE & HAMBURG	ANPING MARU	Jap. str.	—	—	mitsui busan kaisha	To-day, at Noon.
HAVRE & HAMBURG	HAILONG	Brit. str.	—	—	mitsui busan kaisha	To-morrow, at 4 p.m.
HAVRE & HAMBURG	ESMERALDA	Brit. str.	—	—	MESSAGERS MARITIMES	On or about 13th inst.
HAVRE & HAMBURG	CHANGSHA	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow.
HAVRE & HAMBURG	SUNGSHAN	Brit. str.	—	—	EAST ATLANTIC TRADING CO., LTD.	On 15th inst. at 5 p.m.
HAVRE & HAMBURG	BOEMIA	Ital. str.	—	—	P. & O. & N. CO.	On 22nd inst.
HAVRE & HAMBURG	AREATOON APCAR	Brit. str.	—	E. Fey	DODWELL & CO., LIMITED	To-day, at Noon.
HAVRE & HAMBURG	—	—	—	—	DAVID SASOON, SONS & CO.	On 15th inst. at 3 p.m.

SHIPPING.

ARRIVALS.

Feb. 12, YORIMI MARU, Japanese str., 1,750, Minamita, Keeling 9th February.

Feb. 12, JARDINE, MATHESON & CO., U.S. battleship, 11,500, Colby M. Chester, Manila 9th February.

Feb. 12, CHOYANG, British str., 1,194, G. H. Bowker, Shanghai 7th Feb. and Swatow 11th, General — JARDINE, MATHESON & CO.

Feb. 12, LOOSOK, German str., 1,020, J. B. Jackson, Bangkok 1st Feb. and Swatow 10th, Rico and Teakwood, — BUTTERFIELD & SWIRE.

Feb. 12, LOKANG, British str., 987, Lengk, Bangkok 2nd Feb., Kice, — JARDINE, MATHESON & CO.

Feb. 12, THALES, British str., 820, Robson, Swatow 11th Feb., General — DOUGLAS LAPRAIK & CO.

Feb. 12, ABETHUSA, British cruiser, 3,400, Jas. Starlin, Yokohama 3rd February.

Feb. 12, WINGANG, British str., 1,517, Sellan, Canton 12th Feb., General — JARDINE, MATHESON & CO.

Feb. 12, GLENFALLOCH, British str., 1,434, Fripp, Penang 2nd Feb. and Singapore 5th, General — CHINESE.

Feb. 12, ANPING, British str., 1,156, Barlow, Canton 12th Feb., General — CHINESE.

CLEARANCES.

AT THE HONGKONG MASTERS' OFFICE, 12TH FEBRUARY.

Amara, British str., for Singapore.

Wingang, British str., for Swatow.

Kweichow, British str., for Nagasaki.

DEPARTURES.

Feb. 11, COMETE, French str., for Canton.

Feb. 12, SILESIA, German str., for Hamburg.

Feb. 12, HAICHING, British str., for Swatow.

Feb. 12, AMARA, British str., for Singapore.

Feb. 12, PELAYO, British str., for Swatow.

Feb. 12, HAIJAN, French str., for Hoihow.

Feb. 12, JACOB DIEDERICHSEN, Ger. str., for Hoihow.

VESSELS IN DOCK.

ABREGEN DOCK, — Hanra.

KOWLOON DOCKS — S.M.S. Hause, Gouronne, U.S.S. Isla de Lazón, Lethair, Nanyang, U.S.S. Bennington, U.S.S. Brooklyn, Fousang, Huc, Avandine, Diamond, H.M.S. Terrible, COSMOPOLITAN DOCK — Loyd, Hainan.

SHIPPING REPORTS.

The German steamer *Loosok*, from Bangkok 1st Feb. and Swatow 11th, had very strong monsoon.The British steamer *Thales*, from Shanghai 7th Feb. and Swatow 11th, had light to strong monsoon, high sea and unsettled weather with rain.The British steamer *Thales*, from Swatow 11th Feb., had fresh northerly winds and fine and cloudy weather. Vessels in Swatow — German cruiser *Scadler*, str. *Phrahang* and *Dagmar*.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:

ADEPH OBBIG, American ship, Amesbury — Standard Oil Co.

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA (FLONI AND RUBATINO UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG AND BOMBAY.

Having connection with Company's Mail Steamer to ADEN, SUZI, POET SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

Taking cargo at through rates to PERSIAN GULF and BAGDAD, also BACHELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BORMIDA," Captain Sartorio, will be despatched as above TO-DAY, the 13th inst., at NOON.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO., Agents.

Hongkong, 2nd February, 1901. [18]

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR HAIPHONG.

THE Company's Steamship

"HAILOONG," Captain Bathurst, will be despatched for the above ports TO-DAY, the 13th inst., at NOON.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 12th February, 1901. [49]

COMPAGNIE DES MESSAGERIES MARITIMES, PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"TONKIN," Captain Vanquier, will be despatched for the above ports or about WEDNESDAY, the 13th instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX, Agent.

Hongkong, 7th February, 1901. [52]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, BOMBAY, ADEN, SUEZ, PORT SAID AND TRIESTE.

(Taking cargo at through rates to the BRAZILS, SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LIVANT, VENICE and ADRIATIC PORTS)

THE Company's Steamship

"MARIA TERESA," Captain Kassovich, will be despatched as above TO-MORROW, the 14th inst., at 5 p.m.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO., Agents.

Hongkong, 2nd February, 1901. [6]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"ESMERALDA," Captain G. T. Blaxland, will be despatched as above TO-MORROW, the 14th inst., at 5 p.m.

This steamer has Superior accommodation for Passengers and is fitted with the Electric Light.

A doctor is carried.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., General Managers.

Hongkong, 9th February, 1901

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL
LONDON	"ALCINUS"	Pulford	On 23rd Feb.
LONDON	"IXION"	Robinson	On 5th Mar.
LONDON	"DEUCALION"		On 19th Mar.
LIVERPOOL	(Taking Cargo at London) "GLAUCUS" (Bates)		On 16th Feb.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

Hongkong, 13th February, 1901.

VESSELS ON THE BERTH.

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
HONGKONG MARU (via)
Shanghai, Nagasaki, SATURDAY, May 2.
Kobe, Inland Sea, Yo 1901, at DAYLIGHT.
Kohama, and Honolulu.)

NIPPON MARU (via)
Shanghai, Nagasaki, THURSDAY, May 28.
Kobe, Inland Sea, Yo 1901, at NOON.
Kohama, and Honolulu.)

AMERICA MARU (via)
Shanghai, Nagasaki, TUESDAY, April 23.
Kobe, Inland Sea, Yo 1901, at NOON.
Kohama, and Honolulu.)

THE Twin-Screw Steamship

"HONGKONG MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 2nd March, 1901, at DAYLIGHT, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER & RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER & RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States via Overland Railway, to Havana, Trinidad, and Demarara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Congular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.
Hongkong, 8th February, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL
AND AMERICAN PORTS.

THE Company's Steamship

"COROMANDEL,"

Captain F. W. Vibert, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 16th February, at NOON, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed, via

Port of RIO DE JANEIRO (via Shanghai, Nagasaki, Inland Sea, Yo 1901, at NOON, and Honolulu.)

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER & RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passenger holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER & RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

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Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Congular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.
Hongkong, 23rd January, 1901.

THE EAST ASIATIC COMPANY, LIMITED.

FOR MARSEILLES, HAVRE AND COPENHAGEN VIA BALTIC PORTS.

THE Company's Steamship

"ANNAM"

Captain Berg, will be despatched as above about the end of March, A.D.

This Steamer is fitted throughout with electric light, carries a doctor, and having superior first class cabin accommodation amanuensis on the bridge deck, offers an excellent opportunity for passengers proceeding to Marseilles.

For freight or Passage, apply to

MELCHERS & CO., Agents.

Hongkong, 11th February, 1901.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT-POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, BOMBAY, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS,
LONDON, HAVRE, BORDEAUX,

ALSO
PORTS OF BRAZIL AND RIVERPLATE

ON MONDAY, the 25th February, 1901, at
1 P.M., the Company's Steamship
"ERIDAN," Captain Ode, with Mail
Passengers, Specie and Cargo, will leave this
port for SAIGON.

This steamer will tranship her Passengers
and Cargo at Saigon to the ss. SYDNEY
MAESSEILLLES via BOMBAY.

The above steamer connects at COLOMBO
with the ss. Armand Béhic, which vessel takes
on her Passengers and Mail, leaving that Port
on the 9th March direct to Suez, Port Said
and Marseilles.

Cargo and Specie will be registered for Lon-
don as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till Noon.
Cargo will be received on board until 4 P.M.
Specie and Parcels until 3 P.M. on the 24th
February. (Parcels are not to be sent on board;
they must be left at the Agency's Office). Con-
tents and Value of Packages are required.

For further particulars, apply at the Com-
pany's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 13th February, 1901.

NOTICE TO CONSIGNEES

THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.

THE Company's Steamship

"ALBENGA,"

Captain Peterson, will be despatched for the
above port on or about 9th March.

For Freight, apply to

CARLOWITZ & CO.,

Agents.

Hongkong, 22nd January, 1901.

NOTICES TO CONSIGNEES

THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.

THE Company's Steamship

"TEENKAI,"

having arrived from the above ports, Consignees
of Cargo are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
goods are landed.

Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages
will be received at the Office until 5 P.M. same
day; all Parcel Packages should be marked to
address in full; value of same is required.

Congular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Freight rates
&c., apply to

ARNHOLD, KARBERG & CO.,

Agents.

Hongkong, 5th February, 1901.

OREGON AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE
OREGON RAILROAD & NAVIGATION
COMPANY.

PROPOSED SAILING FROM
HONGKONG TO PORTLAND (OR.)
AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN, KOBE
AND YOKOHAMA.

TAKING CARGO TO JAPAN PORTS,
THE UNITED STATES, AND
CANADA.

THE Steamship

"EVA,"

2,088 tons, Capt. Peterson, will be despatched
on or about the 10th March, for PORTLAND (OR.)
VIA MOJI, KOBE and YOKOHAMA.

Through Bills of Lading issued to any point
in the United States and Canada.

Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel Packages
will be accepted at the Office of the Undersigned
until the same time. All Parcels should be
marked to address in full.

Value of same is required.

Congular Invoices to accompany cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Freight rates
&c., apply to

ARNHOLD, KARBERG & CO.,

Agents.

Hongkong, 5th February, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE
ATCHESON, TOPEKA AND SANTA FE
RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND
HONOLULU.

TAKING CARGO AND PASSENGERS
TO JAPAN PORTS AND
HONOLULU.

THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH
AMERICA, &c.

S.S. "STRATHMORE" ... On or about 20th March

S.S. "STRATHYRE" ... On or about 20th March

POST OFFICE NOTICES.

The Tonkin, with the French Mail of the 11th January, left Saigon on Sunday, the 10th inst. at 4 p.m., and may be expected here to-day. This Packet brings replies to letters despatched from Hongkong on the 8th December.

The Bengal, with the English Mail of the 18th January, left Singapore on Monday, the 11th inst. at noon, and may be expected here on or about Sunday, the 17th February. This Packet brings replies to letters despatched from Hongkong on the 17th December.

The Hongkong Mail, with the American Mail of the 24th ult., left Yokohama to-day, the 12th inst., at daylight, and may be expected here on or about Wednesday, the 20th inst.

MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Nagasaki and Moji	Kueiyang	Wednesday, 13th, 9.00 A.M.
Shanghai	Anping	Wednesday, 13th, 9.00 A.M.
Manila	Yuenlong	Wednesday, 13th, 10.00 A.M.
Haiphong	Halooing	Wednesday, 13th, 10.00 A.M.
Singapore, Penang and Bombay	Bormida	Wednesday, 13th, 10.00 A.M.
Takao, Keelung, Kobe and Yokohama	Richmond Castle	Wednesday, 13th, 10.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER, B.C.	Empress of India	Registration 10.00 A.M. (Registration, with loss fee of 10 cents, up to 10.45 A.M.)
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
Kumchuk and Samshui	Tungkong	Letters 11.00 A.M.
Hoifow and Pakhoi	Haikao	Wednesday, 13th, 4.00 P.M.
Swatow	Atashi Maru	Wednesday, 13th, 5.00 P.M.
Yokohama and Kobe	Thales	Wednesday, 13th, 5.00 P.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO	Onsang	Thursday, 14th, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)	City of Peking	Registration 10.00 A.M. (Registration, with loss fee of 10 cents, up to 10.45 A.M.)
Port Arthur and Weihaiwei	Helios	Letters 11.00 A.M.
Shanghai	Kueiwei	Thursday, 14th, 3.00 P.M.
Kumchuk and Samshui	Saitkong	Thursday, 14th, 4.00 P.M.
Manila	Esmeralda	Thursday, 14th, 4.00 P.M.
Nagasaki, Kobe and Moji	Fausang	Friday, 15th, 2.00 P.M.
Singapore, Penang and Calcutta	A. Apcar	Friday, 15th, 2.00 P.M.
Saigon	Holstein	Friday, 15th, 4.00 P.M.
Kumchuk and Samshui	Tungkong	Saturday, 16th, 11.00 A.M.
EUROPE, &c. India via Tunicerin	Circumla	Circulars 8.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)		Registration 10.00 A.M. (Registration, with loss fee of 10 cents, up to 10.45 A.M.)
Kumchuk and Samshui	Coromandel	Papers 10.30 A.M.
Kumchuk and Samshui	Saitkong	Letters 11.00 A.M.
Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne	Tungkong	Saturday, 16th, 4.00 P.M.
EUROPE, &c. India via Tunicerin	Changshu	Sunday, 17th, 4.00 P.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)		Monday, 18th, 11.00 A.M.

TO-DAY.

Harmston's Circus, Recreation Ground, near Race Course, 9 p.m.
TO-MORROW.

Sale, Stores, Naval Yard, Messrs. Hughes and Hough, 10 a.m.

COMMERCIAL.

CLOSING QUOTATIONS.

TUESDAY, 12th February.		
ON LONDON.—	Telegraphic Transfer	2/0
	Bank Bills, on demand	2/0
	Bank Bills, at 30 days' sight	2/0
	Bank Bills, at 4 months' sight	2/0
	Credits, at 4 months' sight	2/0
	Documentary Bills, 4 months' sight	2/0
ON PARIS.—	Bank Bills, on demand	2/24
	Credits, at 4 months' sight	2/58
ON GERMANY.—	On demand	2/054
ON NEW YORK.—	Bank Bills, on demand	48/
	Credits, 60 days' sight	51
ON BOMBAY.—	Telegraphic Transfer	149/
	Bank, on demand	150
ON CALCUTTA.—	Telegraphic Transfer	140/
	Bank, on demand	150
ON SHANGHAI.—	Bank, at sight	72/
	Private, 30 days' sight	73/
ON YOKOHAMA.—	On demand	1/4 p.c. pm.
ON MANILA.—	On demand	1/4 p.c. pm.
ON SINGAPORE.—	On demand	1/4 p.c. pm.
ON BATAVIA.—	On demand	120/
ON HAIPHONG.—	On demand	2 p.c. pm.
ON SAIGON.—	On demand	1/4 p.c. pm.
ON BANGKOK.—	On demand	60
	Sovereigns, Bank's Buying Rate	95/
	Gold Leaf, 100 fine, per tael	51.75
	Bar Silver, per oz	28/

OPTUM.

Quotations are:—Allowee net to 1 cent. Malwa New \$80 to — per pioul. Malwa Old \$820 to — " " Malwa Older \$830 to — " " P. P. per wrapped \$830 to — " " Persian fine quality \$870 to — " " Persian extra fine — to — " " Patna New \$917 to — per chest. Patna Old \$932 to — " " Benares New \$932 to — " " Benares Old \$932 to — " "

VESSELS EXPECTED.

THE FRENCH MAIL.

The M. M. steamer Tonkin, with the next French Mail, left Saigon on the 10th inst., at 4 p.m., for this port.

THE ENGLISH MAIL.

The P. & O. steamer Bengal left Singapore for this port on the 11th inst. at noon, with the outward English mails, and is due here on the 17th inst. at 6 a.m.

THE GERMAN MAIL.

The Imperial German Mail steamer Sachsen left Kobe via Nagasaki and Shanghai on Sunday, the 10th inst., p.m., and may be expected here on or about Tuesday, the 13th inst.

The Imperial German Mail steamer Bayern, carrying the German Mails with dates from Berlin of the 21st ult., left Colombo on Saturday, the 9th inst., p.m., and may be expected here on or about Wednesday, the 20th inst.

THE AMERICAN MAIL.

The O. & O. steamer Gadic, with mails, &c., from San Francisco to the 16th ult., via Honolulu, has arrived at Yokohama, and left for this port on the 8th inst. via Inland Sea, Kobe, Nagasaki and Shanghai.

The T. K. steamer Hongkong Maru, with mails, &c., from San Francisco to the 24th ult., via Honolulu, has arrived at Yokohama, and will leave for this port this morning via Inland Sea, Kobe, Nagasaki and Shanghai.

The P. M. steamer China, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 1st inst.

STEAMERS PASSED THE CANAL.

OUTWARD.—1st Jan.—Bedouin, Fallodon Hall, Cathay, Sydney, 4th Jan.—Bombay, 8th Jan.—Bulawayo, Rajahbari, 11th Jan.—Rangoon, 15th Jan.—Eton, Hector, Canis, Queen Eleanor, Pyrrhus, 18th Jan.—Tamil Maru, Chittagong, Flandria, 22nd Jan.—Khalif, Sertor, Nithsdale, Toulka, 25th Jan.—Kedavinda, Tugluk, 29th Jan.—Bayen, Bonbay, Glenartney, Halle, Glenesk, St. Andrews, 1st Feb.—H. H. Meier, Sanuki Maru, Idomenes, Orel, Atlas, Elektra, Irene, Protector, 5th Feb.—Adria, Bauhern, Olympia, Phazay, Radnorshire, Samia, Irene, 8th Feb.—Ayamemuru, Hendeck.

HOMeward.—1st Jan.—Canton, 11th Jan.—Ernest Simon, 18th Jan.—Socorro, China, 25th Jan.—Anuan, 29th Jan.—Aragon, 1st Feb.—Calicut, Willenberg, 5th Feb.—Verona, 8th Feb.—Dardau.

ARRIVAL AT HOME.—8th Feb.—Frankfurt.

PASSENGERS.

ARRIVED.

Per Thales, from Swatow, Rova, Giess, Schulz and Rohde and Mr. E. Thomas.

ROOM AND BOARD.

IN PRIVATE FAMILY, \$80 a month. Nice View of the Harbour. Apply to—

JOHN DOE.

Care of Office of this Paper.

Hongkong, 11th February, 1901.

PIANOFORTE LESSONS.

MISS M. MARQUES DA SILVA begs to notify that she undertakes to give LESSONS in PIANOFORTE to Ladies and Children. Terms very moderate.

Enquiries by letter, care of Office of this Paper.

Hongkong, 15th January, 1901.

REGULAR MEETING of the above Lodge will be held in the FREDERICKS' HALL, Zetland Street, on SATURDAY, the 16th inst., at 3 for 5.30 P.M. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 12th February, 1901.

PERSEVERANCE LODGE OF HONG-KONG, No. 1165.

A

REGULAR MEETING of the above Lodge will be held in the FREDERICKS' HALL, Zetland Street, on SATURDAY, the 16th inst., at 3 for 5.30 P.M. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 12th February, 1901.

JOINT STOCK SHARES.

Hongkong, 12th February.

STOCKS.	NO. OF SHARES.	ISSUE VALUE.	PAID UP.	LAST DIVIDEND.	CLOSING QUOTATIONS.
BANKS.					
Hongkong and Shanghai Banking Corporation	80,000	\$125	\$125	30/- div. at 1/11/48—\$15.05 per share for 1st half year 1900	153 p. c. pr.—\$367.12 London £21.
Bank of China & Japan, Ltd.	19,975	\$8	\$8	None	2/-
Do. Deferred	1,250	\$1	\$1	None	2/-
National Bank of China, Ltd.	19,970 A	\$10	\$8	2/8 for 1899	27/- buyers
Do. Founder's Shares	20,055 B	\$10	\$8	2/8 at 1/7/48—\$1.30 per '00	27/- buyers
	750 fid.	\$1	\$1	None	2/-
MARINE INSURANCES.					
Union Ins. Society, Ltd.	10,000	\$20	\$20	40/- p. c. —\$20 for 1899	\$24.50 buyers
China Traders Ins. Co., Ltd.	2,400	\$3.37	\$2.25	18/- of for 1899	\$6.50 sellers
North China Ins. Co., Ltd.	6,000	\$210	\$215	Int. T. 9.23—\$1.50/2.81	18/- sellers
Yangtze Ins. Assoc., Ltd.	8,000	\$100	\$90	38/- p. c. for 1897	\$11.50
Canton Ins. Office, Ltd.	10,000	\$220	\$20	\$12 for 1899	\$13.50 sellers
Seurta Ins. Co., Ltd.	30,000	\$100	\$20	5 per cent. for 1898	3/-
FILE INSURANCES.					
Hongkong Fire Ins. Co., Ltd.	6,000	\$230	\$20	32/- for 1899	\$31.25 sellers & buyers
China Fire Ins. Co., Ltd.	20,000	\$100	\$20	32/- for 1899	\$34.50
SHIPPING.					
Hongkong, Canton and Macao S. B. Co., Ltd.	80,000	\$15	\$15	31.20 for half year ended 31/12/00	35/- sellers
Indo-China S. N. Co., Ltd.	60,000	\$10	\$10	4 p. c. int. on account of '00	31.10 buyers
China & Manila S. Co., Ltd.	6,000	\$50	\$50	20 per cent. for 1899	37.50 sellers
Douglas Steamship Co., Ltd.	20,000	\$50	\$50	12 per cent. for year ending 30/6/00	34.60 sellers
China Mutual S. N. Co., Ltd.	20,000	\$10	\$10	Int. of 3 per cent. on	34.25 buyers
Do. Ordinary	20,000	\$10	\$10	Int. of 5 per cent. on	34.25 buyers
Star Ferry Co., Limited	10,000	\$10	\$10	1.05—12 p. c. for	32.00 sellers
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	Int. of 5 p. c. on account of 1899	23.40
REFINERIES.					
China Sugar-Refining Co., Ltd.	20,000	\$100	\$100	Int. of \$23 per share	\$120.00
Luzon Sugar Refining Co., Ltd.	7,000	\$100	\$100	3 for 1897	\$40.00 sellers
MINING.					
Punjung Mining Co., Ltd.	60,0				